FRANK CRAIGIE AS

Three of His Sketches Which Have Attracted Attention.

"LIAR" IS HIS NOM DE PLUME.

As an Imagiantive Writer He is Proving a Pronounced Success - The Stories as Published in a Weekly Paper Are Given Below.

Mr. Frank J. Craigle, Jr., formerly a resident of this city, but now engaged in journalism at Catakili, New York, has

THE FLYING RATTLESNAKE.

A Curious Denizen of the Catskill Mountains.

were four of them and they say the same table in the hotel dining

I was goin' to give up the shoot, he made a rish at me, nulled off all my clothes, and flow off over the mountain, flamin' like a comet. I slid down the hank, wrapped museff up in some weeds and came down with the skull."

There was a doubt-like hush at the table; then the red mosed Kentucklan rome to his feet his eyes floaded with tears, and strotched forth a trembling hand to the Pennsylvanian.

the Pennavivolan.
"Hinas you, my boy," he said in a choked voice. "My prayers are answered. That shall was my own. A roung medical student out off my head..."
There was a rush for the door and old Kentucky stood alone. THE LIAR.

hind the pig-pen. And there was the well—square in the center of the pen with two drowned shouls at the bottom of it. This was the bestinder of the series of troubles which killed Hatch in two years. He never knew from one hour to another where to find the well. One day it would be in the pasture lot and the next morning Hatch would find it in the woods a mile away. It was discovered in the flower bed in front of the house one Julymorning and before night poor old Mrs. Hatch—Jim's mother—walking around the cellar, found the well down there. The coroner's jury always had their susplicious about Jim's story, and some said that Hatch drawted her for her money. For over a month the well traveled

something went wrong one day and it chased a city girl through the fields, drove her up a tree and kept her there two days. Then it crossed lots, located itself in the middle of the road and nearly depressed. Sir Perkins and his days is

On the 18th of August the well lost itself and Jim, who was lidd up in bed with nervous prestration, began to get beiter.

Next summer came along and with it the well, a little travel-stained, but still the same old hole. The papers got hold of the story, and a speculator came up from New York and, for \$2.50, bought Jim's rights to the "wonderful travelling well." Jim took the money, naid off the mortgage and was happy until the well ran away again. The New York man sent for a detectitive and they found the blamed thing under a barn. It cost Jim \$500 to keep out of State's prison.

It had to end someway, and one night had ded. The next day the well ran ored as desired.

Sydnor & Hundley LITTLE GLIMPSES OF CASCO BA

A DECORATIVE STUDIO,

away for the third time, and the New

One of The Zephyr's correspondents has

raised the question as to whether or not

re, although the big birds are compara ively scarce now. In 1883 the country around Palenville was infested with them

was picked up by a gigantic eagle,

A PARIS EXPOSITION NOVELTY.

The Imitation Ocean Voyage Which May Be Taken on the Grounds.

Possibly the most striking of the many

tors at the coming Paris Execution will be

of the coast passes in review.

This is done by a large number of paintings which unroll in panorama fashion, and are so realistic that the observers, if not over critical, may really imagine that they are laking the sail. The vessel

that they are maing the sail. The vessels rocks and throbs as if it, were really on the ocean, and this is brought about by the machinery which gives to vessel the required motion. Meals are served, and if you are not careful you will find your soup in your lap. Genuine seasickness will be the portion of all predisposed to the affects and if will be almost as if

cheap and speedy method of making the journey, not to mention the novelty of experiencing all of the pleasures and some

Visitors From New England,
Mr. Charles C. Simmons, agent of
Adams Express Company, New Bedford,
Mass., and Mr. L. T. Parlow, First Assistant Chief of the New Bedford Fire Department, stopped in Richmond for two
days en route from Philadelphia where
they were delegates to the G. A. R. Nathoinal Encampment, to New York, via
Richmond where they came to visit the
principal points of interest in and around

principal points of interest in and around the city, including the battle fields. They were much pleased with the courtesies ex-tended them by a number of citizens here.

Visitors From New England,

and dismissed the case.

Well-Known Richmonder Describes Its Many Beauties. A MOST PICTURESQUE PLACE.

> The Islands Are Crowded with Cottages and Handsome Summer

OF CASCO BAY

Homes-Gorgeous Views for the Artist-Fine Fishing.

PUNKINUB, CASCO BAY, MEL, Sept. -Having spent more than a month on this falet, I may correct some of the ercan make of your rooms by interior fur-nishings such as we are offering in fur-niture. If you want furniture, plain and a few days' sojourn here. The name of nate, or Pine Furniture of any descrip-tion, we have it that is well made and of Cason Bay, is Punkinub, an Indian name, attested by the scholarly owner of durable for parlor, dising-room, library the place, and the "Portland Board of Trade." The dimensions of the little island, as stated by "the oldest inhabiisland, as stated by the constraints of Casco," is 109x15 yards, Instead of "three hundred and sixty-five islands" in the bay, as commonly estimated, the number is one-hundred and twenty-two. But, there is no discount upon the word-painting of the exquisitely picturesque scenery—viewed by "two hundred thousand exquisites" published by several tourists." published by several tourists." sand annual tourists," published by sev-eral eminent writers of America. Arte-mas Wardism has ploclaimed it "equalled

by none, and excelled by few."

A little historic and commercial framtage. "The Old Colony of Massachusetts Bay," whose chief representative now is Fortland, Me. was originally and subse-quently styled Machigonne, Falmouth to its spired crowned summit, "over the dancing waters of Casco Bay," The first light-house of the United States was at "Portland Head," Elizabeth Bay, and since January, 1791, has been burning

The city of Portland is on a peninsula shaped like two sides of a square; con with a glitter like the spangled heavens

"professional," with his net, often traps at one half more than the number of that famous catch on "the sea of Galilee."

The city—Portland+is adorned with handsome public buildings, beautiful parks, and imposing monuments, and his-toric homes, as Longfellow's, Neal Dow's and "Tom Reed's." as well as large facto-

'For Deering's woods are fresh and fair, And among the dreams of the days that

The two extremes of the city are flank The two extremes of the city are mana-ed by the "Eastern and Western Prome-nades." The "Eastern" is a bold buff overlooking the sea and communis a fine overlooking the sea and communis a fine flocked by a hundred sails, to an nori-zon "where the broad circles of the sky is met by as broad an expusse of ea." The "Western" is still algher, and ives a view which expands to where the White Mountains" of New Hampshire miles away-stand in bold orbines cainst the western sky, and covering "a air circle, whose circumference is al-cost three hundred miles. Nowhere in he East is another such cycloramic view

Casco Bay, over which Portland, from her high tower, keeps "watch and ward," is defended by forts, on which are now wreating guns to throw balls afficen miles. mi to discharge nive shots before the first not reaches its first destination. Is this aformation a la (non) Dreyfus? The de of the buy rises and falls ten fect. The water around Punkinub, into which our swimmers dive daily is at high tide, orty feet deep, and is 55 to 57 degrees old. Steamers ply up and down like huttles of a loom, not so rapidly, but as shuttles of a loom, not so rapidly, but as regularly. The countiess craft of all sorts, at the recent "Boat Carnival," decorated with the colors of the rainbow, and at the expense of the city, was "a sight to behold!" Some of the islands are quite small, others mensure 2,000 acres. Peak Island, our next door neighbor, has a summer population of 2,000, and not less than five hundred pretty cottages of every possible hue and every style of architecture. It boasts a High School, a church, a "Gem!" theatre, and a post-office. The most noted islands are Cushin's, Little Diamond, Great Diamond, Long Island, Green Island, and Orr's. Opposite Orr's, and on the mainland is Opposite Orr's, and on the mainland is "Harpswell," partly owned by a "colony" of summer residents, who have a common cafe, but a cottage for each family. these choice spirits have designful enter-tainments, which our young people have attended. The steam yachts and other yachts, on the bay, are declared equal to the most approved boat building in this "beat-building" part of the world. The "Catamaran" is a queer boat—rather two boats united, with one set of rigging. It is not admitted to yacht-races; because as it cannot be overtured, it was growd as it cannot be overturned it may crowd on sail, which no yacht can carry. But all this dry detail, like an analysis of a sunrise or sunset at sea, may not help, as was intended—the glory of a tout en-semble view of Casco Bay.

A GRAND SIGHT.

Mrs. Beecher Stowe may not be un challenged as a story teller or a sociolo-gist, but none who has visited Caseo Bay will question the accuracy of her descrip-tion of Orr's island—her summer's retion of Orr's island—her summer's re-treat—and its environments, equally appli-cable to other islands and views of the bay. "The whole sea was a waveless, blue looking glass, streaked with bands of white and flecked with sailing clouds, shadows from the skies above. Orr's is-land, with its blue-black spruces, its sil-ver fire, its searlet sumacks, lay on the bosom of the deep like a great, many-colored gem on an enchanted mirror. A vague, dream-like sense of rest and Sab-bath stiliness seemed to brood in the air. The very spruce trees seem to know

L. M. JONES, President. W. M. JONES, Sec.-Tress.

ENGRAVING, PLATE-PRINTING, EMBOSSING.

We take pleasure in announcing to the public that our engraver has returned after his summer outing. We are now prepared to execute orders for engraving, embossing and copper-plate printing of every description.

Sketches made while you wait in our office by our designer, who is an artist in his line. We will send him to any part of the city, on request, to get your ideas and work them up.

We are the only copper and steel-plate has to be sent north for this purpose.

We guarantee work equal to any northern concern, and when you receive it, unless it gives you entire satisfaction, return it to us without any cost whatever to you. We also guarantee prompt delivery.

We do not foist inferior work on the public under any circumstances.

You can get your plate, WITHOUT EXTRA CHARGE, whenever you want it, as it belongs to you.

A beautiful line of correspondence papers of Hurd's make on hand.

VIRGINIA ENGRAVING CO., 6-8-10 N. Eighth Street.

if each blue-haired wave whispered to his brother, 'Be still! Be still SANG ITS PRAISES

SANG ITS PRAISES.

Whittier sings more broadly of the bay:
"Nowhere fairer, sweeter, rarer,
Does the golden-locked fruit-bearer
Through his painted woodlands stray,
Than where hillside oaks and beechas Overlook the long, blue reaches, Silver cove and pebbled beaches, And green tales of Casco Bay.

On the grainlands of the mainlands On the grainlands of the mainlands
Stands the serried corn like train-bands,
Plume and rustling gay;
Out at sea, the islands wooded,
Silver birches, golden-hooded.
Set with maples, crimson-blooded.
White seafoam and sand-hills gray,
Stretch away, far away,
Dim and dreamy, over-brooded,
By the hazy autumn day."
Punkinub, with its handsomely equipped residences, embowered in firs and

pad residences, embowered in fire and birches and balsams, is the summer-home of a professional gentleman of New Eng-land, and really "the Gem of Casco Bay." The party who has occupied it for the last two months is getting "beautifully less," By the middle of this week, only one of the company will be on Casco Bay, big "time not company will be on Casco Bay, big "time not company will be on Casco Bay. The island may soon "change hands," and consequently may be enjoyed (D. V.), hereafter as a mid-summer retreat from 'hay fever," by one who has found it so far, the most effective relief from that

as an issue.

The New York Journal, which early began "maling the flag to the Philippines," is an earnest supporter of Colonel Bryan, and recently in discussing the pleasing certainty of his nomination, election and useful service in the Presidency, said: "The Journal believes in expansion, but not in imperialism. In the true sense all Democrats are anti-imperialisms—that is they are opposed to arbitrary government and all in favor of making our flag the symbol of freedom wherever it may go. On that basis all can unite next year, Mr. Bryan will learn the difference between expansion and imperialism before that time. If there has been no expansion there would have been no Nebraska for Mr. Bryan to hall from and no Jowa to furnish him an guidence for his speeches. furnish him an and lene for his speeches. Expansion will be a settled fact before the next Democratic convention meets but imperialism, the exploitation of the ruled for the benefit of the rulers, will still be a live issue and upon it the Demo-

cratic party can go united to victory."
We wish not to be taken as offensive
when we express surprise that one of his
supporters should admit that Mr. Bryan when we express surprise that one of his supporters should admit that Mr. Bryan has anything to learn. Their support of him heretofore has been based on the belief that he knew it all. But the Journal kindly gives him a year in which to learn that expansion is right, though accompanied by our foreibe conquest of the Philippines and by violation of our pledge as to Cuba. So far, the Journal says, all Democrats are agreed. Therefore all Democrats agree with President McKinley. The Journal thinks it right to expand and to rule the people over whom we expand, but that it will be imeptalism and wrong to exploit the ruled for the benefit of the rulers. The lesson seems easy, and our faith in Coionel Bryan's intellectual capacity is so strong that we are wiffing to bet a reasonable sum that he can master the lesson staked out for him by the Journal and so put himself in line with all Democrats. Perhaps he and the Journal will point us to any example in history in which the rulers have failed for their own benefit to exploit the ruled. That is why some have always wanted to rule. own benefit to exploit the ruled. That is why some have always wanted to rule. It is the germ, beginning and foundation of the desire of some to subject others to their rule. It is the reason why expansion as defined by the Journal is favored. Every reference to commerce following the flag, to expansion for trade's sake, to the alluring opportunities for capital, is simply a proposition to exploit our newly acquired subjects. In the tropics there is no profit in ownership or sovereignty without such exploitation. Therefore expansion and imperialism are as inseparable as Colonel Bryan and the silver issue. But we beg pardon if this reference to politics puts a fly in the amber of Colonel Bryan's enjoyment of California. He is a Bryan's enjoyment of California. He is a Democrat and therefore, according to the Journal, is an expansionist whether he is aware of it or not, and we have only ventured to call his attention to his tag.—San Francisco Call.

"I am but a worm!" protested the new nissionary, earnestly. Here the cannibals looked one at an-Here the cannibals looked one at another, in much apparent chargrin.

"Wheever sent him here," they remark.
ed, in their own tongue, "must take us for suckers."

Presently, it was likely, they would get to know better the force of the figurative language of the orthodox theology.—Detroit Journal.

WAS PUBLISHED MANY YEARS AGO

Interesting Old Newspaper That Has Just Been Found.

PRINTED AT MAIN AND ESTREETS

Mr. Augustine Davis the Publisher, and It Was Known as the Virginia Patriot and Richmond Daily Mercantile Advertiser.

Mr. John P. Stith, who is connected with the Western Union Telegraph Company, in this city, has in his possession a well-preserved copy of the Virginia Paengravers in this city. Any other work | triot and Richmond Daily Mercantile Ad. vertiser. This is probably the oldest paper published in Richmond now in existence. It is now nearly seventy-nine years since it was published-Tuesday morning, October 3, 1830.

The copy was discovered a few days ago by Mr. William H. Stith, of south Laurel street, in looking over some old paper files. Its existence was not known until then. This interesting publication was printed and published by Augustine Davis, corner of E and Eleventh streets. Under the head of conditions of the Patriot are given the subscription and advertising rates, as follows:

ADVERTISING RATES.

"The Daily Paper will be \$6 per annum, payable in advance or during the year. "The Semi-Weekly Paper will be \$6 per annum, payable in advance or during the "Advertisements Inserted in the daily

to cents per square arst insertion, and 25 cents per square each continuance," and so on, showing the rates much the same as they are now.

At the time this paper was published

Richmond was one of the greatest ship-ping ports on this side of the Atlantic. Shipments were made direct from here to London, Rotterdam and other points. There are several notices on the first page, stating time certain ships will leave. page, sitting time certain supersistance is:
"For New Orleans—The Regular Trading Coppered Schooner, James Monroe, John Hipkins, master; burthen 112 tons; will sail between 10th and 15th of October next. For freight and passage, which will be moderate, apply to Mr. L. E. Steinback or master on board, at Nor-

N. B.—Should a freight or passengers offer from Petersburg or Richmond she will proceed to either place, and can sall somer or later than time stated, if re-quired."

MONEY FOR SALE.

North Carolina money is also advertised discount at Allen's Lottery and Exchange

ber 2, 1829: Corn is \$2.25 per barrel; butter, 30 cents per pound; coffee, 31 cents; peach brandy, 41 per gallon; meal, 75 cents per bushel; wheat, 75 cents; whiskey, 42 cents

Fever was raging in Savannah, Ga., a

of the Droyfus trial at present. Queen's letter to the King; is pulished in full, on which is commented editorially:

EDITORIAL COMMENT.

"It is a bold and able appeal to the ability and contains so many importan ability and contains so many important facts and declarations that it cannot fall producing great effect. It is very evident that the Queen is determined to defend herself at all hazards and would rather create a revolution than to be put down disgraced and divorced.

the trial with great fear-The first day's proceedings of the trial are given in full, which are indeed in-

Reticence.

New England church yards are a fertile field for those in search of ourlous epi-taphs. A rembatone in Stowe bears this line, indicative of a reticence carried be-

of yours."-Youth's Companion.

HOW IS THIS? We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hail's Catarrh Cure.
F. J. CHENEY & CO., Toledo, O.
We the undersigned, have known F.
J. Chency for the last 15 years, and be-

J. Chency for the last is years, and believe him perfectly honorable in all business transactions and financially able to
carry out any obligations made by their
firm. WEST & TRAUX,
Wholesale Druggists, Toledo, O.
WALDING, KINNAN & MARVIN,
Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally,

nials sent free Price, Tic. per bottle. Sold by all Druggists. Hall's Family Pills are the best.

DAILY SERVICE.

DAILY SERVICE

Steamers leave Norfolk, Va., Daily at 7:30 P. M. Passengers leave Richmond via C. and O railroad 3:45 P. M. or R. and P. railroad, N. and W. route, 9 A. M. daily, connecting with steamer earners carrying freight and passengers leaves Richmond every Monday and Friday at 5 P. M. Additional steamer (freight and steerage passengers) leaves Richmond for Norfock Wednesday and Saturday at 5 P. M. connecting with main line steamer for New York.

FROM NEW YORK passengers can leave DAILY, except Sunday, 3 P. M. (Saturday 4 P. M.) for Richmond via Oid Point or Norfolk.

Direct steamers via James river leave every Wednesday 3 P. M. Saturday 4 P. M. (passengers and freight).

Freight for Richmond by steamers via Norfolk Mondays and Thursdays 3 P. M. Satings from company's pier, 28 North Peter full information apply to

For tull information apply to
JOHN F MAYER, Agent,
1212 east Main street,
H. B. Walker, Traffic Manager, J. J.
Brown, General Passenger Agent, General Offices, Pier is N. R. New York.



TRAINS LEAVE RICHMOND. BROAD-STREET STATION.

BROAD-STREET STATION.

9:00 A. M. Daily, with Parior car for principal stations, Newport News, Old Point, Norfolk and Portsmouth.

2:45 P. M. Daily, with Pullman for local stations, Newport News, Old Point, Norfolk and Portsmouth. Connects at Old Point with Washington steamers daily and with Baltimore steamers daily and with Baltimore steamers except Sunday, Connects at Norfolk, except Sunday, with Old Dominion steamship for New York.

10:20 A. M., Express, with Parior Car, ex-

A. M. Express, with Parlor Car, except Sunday, for Ronceverte. Connects at Gordonsville for Orange, Calverton, Manassas, Alexandria and Washington, at Union Station, Charlottesville, for Lynchburg; at Basic City for Hagerston. ttesville for Lynchburg; at Basic ty for Hagerstown.

M. Daily, with Pullman to Cinmath, Louisville and St. Louis,
nnecting at Gordonsville for
range, and at Orange with Southn Railway, north-bound; at Covgton, Va. for Hot Springs. Stops
ly at important stations, Meals
rved on Dining cars. No. 1 local
ath, except Sunday, follows above
ain from Gordonsville to Goshen.

M. Accommodation, except Sun-

or Doswell.
Daily for Cincinnati, with F.
Pilliman to Hinton, W. Va.,
prilonaville to Cincinnati and
ile. Meals served on dining
nnects at Staunton (except
) for Winchester, Va., and at
ton, Va., daily for Virginia
rings.

TRAINS LEAVE EIGHTH-STREET

A. M. with Parlor car, daily, for Lynchburg, Lexington, Va., and Cilfton Forge, Connects, except Sunday, with Ruckingham New Castle and Alberene branches, and at Cilfton Forge with No. I for Cincinnati.
P. M. Monday, Wednesday and Friday to Alberene, Tuesday, Thursday and Saturday to Manteo. TRAINS ARRIVE AT RICHMOND, BROAD-STREET STATION.

except Sunday, from Doswell. Daily, from Cincinnall. Daily, from Norfolk and Old M. Dally, from Cincinnati and

TRAINS ARRIVE EIGHTH-STREET STATION.

Statio

Pullman sleeper be-

City Pass, and Ticket Agent. C. H. BOSLEY. District Passenger Agent. W. B. BEVILL.

SCHEDULE EFFECTIVE JULY 31, 1890.

STREET STATION

8:60 A. M. Daily, arrives Petersburg 9:31 A. M., Norfolk 11:27(A. M. Stops only at Petersburg, Waverly and Buffolk, Va.

A. M., Norfolk H127(A. M. Stops only at Petersburg, Waverly and Suffolk, Va.

2.05 A. M. Daily, arrives Petersburg 3.50 A. M. Daily, arrives Petersburg 3.50 A. M., Weidon 11.45 A. M., Fayette-ville 4.16 F. M., Charleston 11.20 P. M., Savannah 12.30 A. M., Jackson-ville 1.30 A. M., Port Tampa 2.30 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3.10 P. M., Wilmington 6.45 P. M., at Emporta for Borfalo Lithia Springs and all latermediate points, arriving springs and all latermediate points, arriving springs and all latermediate points, arriving springs 3.55 P. M. Pullman Sieeper New York to Jacksonville.

2.33 P. M. Daily sacept Sunday, arrives Petersburg 12.05 P. M. Stops Manchester, Drewty's Huff, Centrana and Chester on Signal.

2.33 P. M. Daily, local, arrives Petersburg 4.15 P. M. Makes all stops.

5.30 P. M. Daily, arrives Petersburg 8.20 P. M. Daily, arrives Petersburg 8.20 P. M. Daily, arrives Petersburg 8.20 P. M. Only, arrives Petersburg both and Lawrenceville). Weldon 0.42 P. M., Fayetteville 1.67 A. M., Charleston 6.02 A. M., Savannah 8.06 A. M., Jacksonville 1.60 P. M., Port Tampa 9.45 P. M.

NEW LINE TO MIDDLE GEORGIA POINTS—Arriving Alken 7.28 A. M., Augusta 8.19 A. M., Macon 11 A. M., Atlanta 12.15 P. M. Pullmington, Charleston, Jacksonville, Alken, Augusta 8.19 A. M., Macon 11 A. M., Atlanta 12.15 P. M., Pullmington, Charleston, Jacksonville, Alken, Augusta 8.19 A. M., Macon 11 A. M., Atlanta 12.15 P. M., Pullmington, Charleston, Jacksonville, Alken, Augusta 8.19 A. M., M., Bristol, Va., 10.40 A. M., connects at Finperia for Danville, Va., arriving 5.25 A. M. Pullman Steepers New York to William, No. A. M., Port Tampa 9.40 P. M., Alken, Augusta 8.10 A. M., Bristol, Va., 10.40 A. M., connects at Finperia for Danville, Va., arriving 5.25 A. M. Pullman Steepers Richmond to Lynchburg.

10.45 P. M. Daily, Arrives Petersburg 5.25 A. M. Pullman Steepers Richmond to Lynchburg.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

3:23 A. M. Daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

8:15 A. M. Daily except Sunday, Atlanta, Athens anad Raleigh, Henderson, Lynchburg and the West.

8:27 A. M. Daily, Petersburg local.

8:20 A. M. Sunday only, From Atlanta, Athens, Raleigh, and Henderson, Lynchburg and the West.

1:05 A. M. Daily, Norfolk, Suffolk and Petersburg.

1:25 P. M. Daily except Sunday, From Petersburg. Stops at Chester Centralia, Drewery's Bluff and Manchester on signal.

6:55 P. M. Daily, Norfolk, Suffolk, Wavariy and Petersburg.

7:20 P. M. Daily, Jacksonville, Savannah, Charleston, Wilmington, Goldsboro and all points Suth.

8:56 P. M. Daily, Petersburg, Lynchburg and West.

T. M. EMERSON,

J. R. KENLY, Traffic Manager,
General Manager.

J. R. KENLY. Traffic Manager.
General Manager.
H. M. EMERSON.
General Passenger Agent.
C. S. CAMPBELL.
Division Passenger Agent.

D HILADELPHIA, RICH. MOND AND NORFOLK STEAMSHIP

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at day-light. Freight received daily till 5 P. M. Fare on passenger steamers, including meals and berth. \$2.00.

For further information apply to J. W. McCARRICK.

Gen. Southern Acent: office Rocketts.

BAILROADS.

CD SOUTHERN

TRAINS LEAVE RICHMOND, VA.

or Al., No. II. Southern Express, daily for Atlanta, Augusta, Jackson-ville, and points South. Sleeper for Danville, Greensboro, Salisbury, and Charlotte, open at Richmond 3:30 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 23), carrying through sleepers between New York and Tampa, with connections for all Florida points. Also, connects at Danville and Charlotte with Washington and Southwestern Limited (No. 27) carrying through sleepers between New York and York And

6:00 A. M. From Atlanta, Augusta and 6:25 P. M. South. From Keysville and local

Nos. 61 and 52, between Manchester and Neapolis.

9:20 A. M. Dally. 19:46 A. M., except Sundays and Mon-

Richmond, Fredericksburg and Potomac Railroad.

ARRIVE BYRD-STREET STATION.

ACCOMMODATION TRAINS.

ACCOMMODATION TRAINS.
(Daily Except Sunday.)
7.32 A. M. Leaves Elba for Quantico.
439 P. M. Leaves Elba for Quantico.
620 P. M. Leaves Elba for Ashland.
620 A. M. Arrives Elba from Ashland.
625 A. M. Arrives Elba from Ashland.
625 A. M. Arrives Byrd-Street from
Frederickaburs.
625 P. M. Arrives Elba from Ashland.
W. P. TAYLOR.
Traffic Manager.
E. T. D. Myrdes.
President.

SEABOARD AIR LINE.

9:05 A. M. Daily

for Hendragon (arriva Durham daily except Sonday), Raleigh, Sanford, Southern Pines, Whimington, Wadesbero, Monroe, Charlotte, Lincolnton, Shelby, Rutherfordton, Chester, Chalon, Greenwood, Abebville, Elberton, Athens, ATLANTA, Augusta, Macon, Montgomery, New Orleans, Pensacola, Jacksonville, Chattanooga, Nashville, Memphis, Texas, Mex. lco, California and the West via Memphis or New Orleans.

TRAINS ARRIVE RICHMOND. 8:15 A. M. Dully, except Sunday (Sunday 8:09 A. M.) 7:20 P. M. Dally.

Horsepowers,

Feed Mills, Feed Cutters THE IMPLEMENT COMPANY.

TRAINS ARRIVE AT RICHMOND.

LOCAL FREIGHT TRAINS.

YORR RIVER LINE via W ET POINT,
THE FAVORITE POUTE NORTH,
LEAVES RICHMOND.
4.20 P. M. No. 18. Ballimore Limites,
daily except Sundays, for West Point,
and Intermediate stations, making
ciose connection at West Point, with
steamore for Baltimore.
2.30 P. M. No. 1. 12-31 express, daily

TRAINS ARRIVE AT RICHMOND.

SCHEDULE IN EFFECT MAY 21, 1899. 3:33 A. M. Daily for Washington and

5:40 A. M. Dally. Stops at Widewater, Brooke, Fredericksburg, Milrord, Doswell, Ashland and Elba, Stopa at other stations Sundays, Sleeper New York to Richmond

New York to Richmond

3:07 P. M. Daily, except Sunday. Stops
at Fredericksburg, Milford, Doswell,
Ashland, Glen Allen and Elba, Parlor car from Washington.

7:10 P. M. Daily. Stops only at Fredericksburg, Doswell, Ashland and
Elba, Pullman cars from New York.

8:40 P. M. Daily. Stops at Widewater,
Brooke, Predericksburg, Summit,
Guines, Woodslane, Milford, Penola,
Ruther Glen, Doswell Taylorsville,
Ashland, Glen Allen and Elba, Sleeping car.

SCHEDULE IN EFFECT MAY 8, 1898.
I KAVES BYRD STREET STATION.

Train leaving at 9:00 P. M. runs through solid to Atlania without change of ears, Sleeper ready for occupancy at 8:40 P. M.

For tickets, baggage checks, sleaping-car reservation, etc., apply to
H. M. BOYKIN,
H. General Agent,
SS east Main street.
E. ST. JOHN, Vice-President and General Manager.
V. E. McBEE, General Superintendent.
H. W. B. GLOVER, Traffic Manager,
General Passenger Agent.